

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs and Construction

BRIEF DESCRIPTION:

Approving Modification No. 2 to Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, with Mitchell Engineering, to add two subcontractors, W. Bradley Electric and Reliance Engineering, to the Contract due to public necessity, with no penalty against Mitchell Engineering under Public Contract Code Section 4110; to increase the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77; and to extend the Contract term by 502 days, for a total term of 742 days to substantial completion.

SUMMARY:

- On September 16, 2014, the SFMTA Board of Directors awarded Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, to Mitchell Engineering, in the amount of \$3,521,115, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line. The term of the contract was for 240 days,
- On January 8, 2018, the Director of Transportation approved Contract Modification No. 1, increasing the Contract amount by \$667,065.77, for a total amount not to exceed \$4,188,180.77.
- Modification No. 2 will extend the term by 502 days and increase the contract amount by \$459,740, due to (1) a Stop Work Order issued by the State Court of Appeals because of a pending lawsuit, and (2) delay in ratifying a Memorandum of Understanding (MOU) between San Francisco Public Works (SFPW), Port of San Francisco, and SFMTA regarding work on Port property.
- Modification No. 2 will also add two subcontractors, W. Bradley Electric and Reliance Engineering, due to public necessity as authorized under Public Contract Code Section 4109.

ENCLOSURES:

1. SFMTAB Resolution
2. Contract Modification No. 2
3. Project Budget & Financial Plan

APPROVALS:

DIRECTOR  _____

DATE

4/10/2018

SECRETARY  _____

4/10/2018

ASSIGNED SFMTAB CALENDAR DATE: April 17, 2018

PAGE 2.

PURPOSE

The purpose of this calendar item is to approve Modification No. 2 to Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, with Mitchell Engineering, to add two subcontractors, W. Bradley Electric and Reliance Engineering, to the Contract due to public necessity, with no penalty against Mitchell Engineering under Public Contract Code Section 4110; to increase the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77; and to extend the Contract term by 502 days, for a total term of 742 days to substantial completion.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The Work to be performed under Contract No. 1236R will assist in the implementation of the following goals, objectives and initiatives in the SFMTA Strategic Plan:

- Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel
 - Objective 2.2 Improve transit performance

- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.1 Reduce the Agency’s and the transportation system’s resource consumption, emissions, waste and noise
 - Objective 3.2 Increase the transportation system’s positive impact to the economy
 - Objective 3.3 Allocate capital resources effectively
 - Objective 3.4 Deliver services efficiently

Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

DESCRIPTION

When constructed, the Mission Bay Transit Loop (the Project) will provide turn-around capabilities for the T-Third light rail line through a connection from Third Street to 18th, Illinois, and 19th Streets. The Loop will afford the southbound train the ability to turn left on 18th Street, travel around the block via Illinois Street and 19th Street, and make the right turn to go northbound on Third Street. The Loop will allow trains to turn around for special events (e.g., baseball games, concerts, street fairs) and during peak periods to meet the projected service needs in the Central Subway Corridor, including the Chinatown, Mission Bay, and SOMA neighborhoods. Allowing half of the trains on the T-Third line to turn around at the Loop will not affect performance for residents of Hunters Point and those living along the 3rd Street corridor because additional train capacity will be added to the turn-

PAGE 3.

around route as part of the Central Subway Project.

The SFMTA constructed the turnouts from Third Street in 2003 and completed signal system testing in 2006. The turnouts extend over two-thirds of the block on 18th and 19th Streets towards Illinois Street. The new trackwork for the Loop will connect these turnouts from 18th Street to Illinois Street to 19th Street.

Scope of Contract

Work to be performed for the Project includes, but is not limited to, the following:

- Trackwork using a paved direct fixation system.
- Overhead Catenary System (OCS) work, including trolley poles and foundations, guy wires and contact wire.
- Roadway, sidewalk and curb ramp work, including AC grinding and paving.
- Vehicle Tagging System (VTS) work, including loops, conduit, pull boxes, ground rods, wire and cable, cabinets and bollards.
- Rail bonding.
- Street-lighting work, including conduit, pull boxes, ground rods, and wire.
- Traction power work, including conduit and cable.
- Traffic signal work, including poles, mast arms, signals, conduits, pull boxes, wire and cable, controllers and bollards.
- Sewer work, including force and gravity mains, steel casings, culverts, manholes and catch basins.

Procedural History

On September 16, 2014, the SFMTA Board of Directors adopted Resolution No. 14-141, which awarded Contract No. 1236R to Mitchell Engineering, in the amount of \$3,521,115, and for a term of 240 days. The SFMTA issued the Notice to Proceed with the work effective December 8, 2014.

On September 26, 2014, the Petitioners Committee for Re-Evaluation of the T-Line Loop filed a Petition for Writ of Mandate (Petition) in the San Francisco Superior Court. Petitioners alleged that the City failed to comply with the California Environmental Quality Act (CEQA) when it approved the Contract No. 1236R. In approving the contract with Mitchell Engineering, the SFMTA Board of Directors relied on the information in the Central Subway Environmental Impact Report (EIR), and determined that no additional environmental review was required. Petitioners argued that a supplemental or subsequent environmental impact was required due to new or more severe environmental impacts that were not studied in the Central Subway EIR.

The California Court of Appeal issued a stay of construction on March 3, 2015. The SFMTA suspended the construction contract on March 4, 2015.

The trial court denied the Petition on December 24, 2015. The Court of Appeal lifted the stay of

PAGE 4.

construction on January 21, 2016, and ultimately found in favor of the City on November 29, 2016. The California Supreme Court denied review on March 15, 2017. After allowing time for the Contractor and SFMTA staff to prepare for construction to begin again, the SFMTA lifted the suspension on May 16, 2016, for a total suspension period of 439 days.

In its bid, Mitchell Engineering listed two subcontractors, F. Ferrando and Co. for concrete flatwork and C.F. Archibald for paving, on its Listing of Subcontractors. Mitchell Engineering intended to self-perform electrical, traffic signal, track, and overhead work and were in the process of negotiating contracts with former employees. A Small Business Enterprises (SBE) goal of 25 percent is stipulated in the Contract and the addition of the two subcontractors, W. Bradley Electric and Reliance Engineering, will not negatively impact the goal. Mitchell Engineering, the prime contractor, is an SBE contractor who is performing the majority of the construction work itself and, as such, is currently easily on pace to meet the SBE goal.

Public Contract Code Section 4106 provides that if a prime contractor fails to specify a subcontractor for work under the contract in excess of one-half of one percent of the bid price, the prime contractor agrees that it is fully qualified to perform that portion itself and shall perform that portion itself. Section 4109 authorizes an owner to permit an unlisted subcontractor to perform work only “in cases of public emergency or necessity, and then only after a finding reduced to writing as a public record of the awarding authority setting forth the facts constituting the emergency or necessity.”

When the contract was suspended, the length of the suspension was unknown. As a result, Mitchell Engineering terminated negotiations for internal hires allocated to electrical, traffic, and overhead work. When SFMTA directed Mitchell to resume work on May 16, 2016, the contractor contacted the electrical, overhead and traffic personnel to resume the hiring process but the individuals were no longer available. Mitchell Engineering notified the SFMTA that there was not enough time to acquire new personnel without causing a major delay to the project. Due to the time constraints for completion and the possible impact to the Central Subway Project, Mitchell elected to hire W. Bradley Electric and Reliance Engineering to perform electrical, overhead, and traffic signal work. Since any further delay to this project would severely impact the Central Subway opening in 2019 and would jeopardize grant funds that expire in September 2018, staff concluded that hiring the two subcontractors constitutes a public necessity.

Public Contract Code Section 4110 subjects the prime contractor to be penalized up to ten percent of the amount of the unlisted subcontracts involved. However, SFMTA staff recommends foregoing the penalty due to the lawsuit that necessitated the construction contract suspension, which was not the fault of the Contractor, which prevented Mitchell Engineering from acquiring employees in a timely manner.

Contract Modification No. 2 (Direct and Indirect Costs due to Time Extension of Contract)

On January 8, 2018, the Director of Transportation approved Contract Modification No. 1 for \$667,065.77. Contract Modification No. 1 approved additional work to the sewer system under Illinois Street and added noise and dust monitoring requirements as dictated by a Storm Water

PAGE 5.

Pollution and Prevention Plan from the Port of San Francisco, which has overall jurisdiction over the project site, and as requested by a local pre-school that is close to the project site.

Contract Modification No. 2 increases the term of the contract by 502 calendar days due to delays related to a lawsuit and obtaining permitting authority from the Port of San Francisco. The 502 days of delay are broken into two distinct delay periods, Period 1 and Period 2, as follows:

- **Period 1 – 439 days of delay**

Provides a 439-day extension due to the CEQA lawsuit. On March 3, 2015, the California Court of Appeal issued a stay of construction halting all construction on the project pending resolution of the lawsuit. On March 4, 2015, the SFMTA suspended the construction contract. The Court of Appeal lifted the stay of construction on January 21, 2016, and the Supreme Court denied review on March 15, 2017, allowing the construction to continue. On May 16, 2016, the SFMTA lifted the suspension. During the time that the contract was suspended the contract bid prices escalated. The total cost of the escalated bid prices is \$407,434, which is accounts for the entire amount of the Contract Modification.

- **Period 2 – 63 days of delay**

Provides a 63-day compensable time extension for owner-caused delay due to the Port of San Francisco initially requiring the development of an MOU to delegate its responsibility for encroachment permits to SFPW. The Port ultimately decided to allow the Port Engineer to delegate this responsibility by written letter instead of an MOU. The negotiations between the Port and SFPW did not continue during the period construction was stayed by the Court. When the stay was lifted on May 16, 2016, the negotiations resumed. On July 18, 2016, after the Port issued their letter delegating encroachment permit responsibility to SFPW, the SFMTA notified the contractor to resume work on obtaining encroachment approval. During this time the contractor had direct labor costs for a full time superintendent and field/office engineer and indirect costs for employee payroll taxes and employee fringe benefits. The total costs incurred by the Contractor for this 63-day delay period are \$52,306, which is accounted for in the Contract Modification.

STAKEHOLDER ENGAGEMENT

The Project team provided updates to SFMTA Transit Operations and Maintenance-of-Way staff regarding the delays to the project.

Community Outreach:

Prior to the actual start of the construction work, staff conducted a safety presentation around construction for Potrero Kids Preschool (800 Illinois Street), installed posters at 18th/19th/ Illinois streets and along 3rd Street at 18th/19th Streets that included the project summary and contact information, sent direct mailers to residents within 900 feet of the project area about upcoming construction, met with Dogpatch Neighborhood Association and Potrero Dogpatch Merchants Association to provide an update and explain the outreach methods that will be deployed once

PAGE 6.

construction activity begins, staffed a table at the Bayview-Dogpatch Sunday Streets event to discuss the project, met with the Ballpark Mission Bay Transportation Coordinating Council Committee to discuss the project, posted a blog article on the SFMTA website explaining that construction would commence, and met with Potrero Kids Preschool for a site visit.

During construction work staff sends weekly updates to Potrero Kids Preschool and the 700 Illinois Condominium Complex Homeowners Association Board, sends direct mailers to residents within 900 feet alerting them about sewer work, posts project information on Potrero Dogpatch Merchants Association website and Dogpatch Neighborhood Association website, sends numerous e-mail updates to stakeholders regarding the construction progress, and meets with Potrero Kids preschool to update them about construction activity.

ALTERNATIVES CONSIDERED

When the California Court of Appeals issued its stay of the work, the SFMTA considered cancelling the construction contract. Staff rejected this alternative. Cancelling the contract would have increased the overall cost to complete the project. The SFMTA would have had to rebid the project, as well as paying termination costs to the Contractor. Not only would the costs of the project have increased substantially, the delay would have risked completion of the project in accordance with the requirements of the federal TIGER grant and in time for the opening of the Central Subway.

FUNDING IMPACT

The total cost of this Project is \$8,276,970. This contract is funded by State Infrastructure Bonds, Local Proposition 1B and Local Proposition K funds, a Federal TIGER Cycle IV Grant, and SFMTA operating funds. All funding for this project has been secured.

The budget and financial plan for this Project is presented in Enclosure 3.

ENVIRONMENTAL REVIEW

The Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1. The EIR/EIS was certified by the City in 1998 and the Record of Decision (ROD) for this project was issued in 1999. On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the CEQA Guidelines for the Project. An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013. Finally, on August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines. As explained above, a citizens' group challenged the Planning Department's determination, but the Courts denied the Petition. All environmental documents are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco.

PAGE 7.

This Contract Modification does not modify the scope of the Project, and thus has no impact to the current CEQA determination.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item. No other approvals are required for this Contract Modification.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve Modification No. 2 to Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, with Mitchell Engineering, to add two subcontractors, W. Bradley Electric and Reliance Engineering, to the Contract due to public necessity, with no penalty against Mitchell Engineering under Public Contract Code Section 4110; to increase the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77; and to extend the Contract term by 502 days, for a total term of 742 days to substantial completion.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, On September 16, 2014, the SFMTA Board of Directors adopted Resolution No. 14-121, awarding Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop (the Contract), to Mitchell Engineering (the Contractor), in the amount of \$3,521,115, for a term of 240 days, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line; and,

WHEREAS, The SFMTA issued a written notice to proceed with the work with a commencement date of December 8, 2014; and,

WHEREAS, On September 26, 2014, the Petitioners Committee for Re-Evaluation of the T-Line Loop filed a Petition for Writ of Mandate (the Petition) in the San Francisco Superior Court, alleging that the City failed to comply with the California Environmental Quality Act (CEQA) when it approved Contract No. 1236R; and,

WHEREAS, The California Court of Appeal issued a stay of construction on March 3, 2015; the SFMTA then suspended the Contract on March 4, 2015; and,

WHEREAS, The trial court denied the Petition on December 24, 2015; the Court of Appeal lifted the stay of construction on January 21, 2016, ultimately found in favor of the City on November 29, 2016, and the California Supreme Court denied review on March 15, 2017; and,

WHEREAS, The SFMTA lifted the suspension and directed the Contractor to resume work on May 16, 2016, for a total suspension period of 439 days; and,

WHEREAS, The SFMTA directed the Contractor to resume work on May 16, 2016, for a total suspension period of 439 days; and,

WHEREAS, On January 8, 2018, the Director of Transportation approved Contract Modification No. 1, for additional work to the sewer system under Illinois Street and further noise and dust monitoring requirements as dictated by a Storm Water Pollution and Prevention Plan from the Port of San Francisco; Modification No. 1 increased the Contract amount by \$667,065.78; and,

WHEREAS, Public Contract Code Section 4106 provides that if a prime contractor fails to specify a subcontractor for work under the contract in excess of one-half of one percent of the bid price, the prime contractor agrees that it is fully qualified to perform that portion itself and shall perform that portion itself; under Public Contract Code Section 4110, violation of this section subjects the contractor to cancellation of the contract or assessment of up to a 10 percent penalty; and,

WHEREAS, Public Contract Code Section 4109 authorizes an owner to permit an unlisted

subcontractor to perform work only “in cases of public emergency or necessity,” and then only after a finding reduced to writing as a public record of the awarding authority setting forth the facts constituting the emergency or necessity; and,

WHEREAS, As a result of the suspension of work, the Contractor was unable to hire the crews that it had intended to perform electrical, overhead, and traffic signal work; when the suspension was lifted, the Contractor tried to hire the crews, but discovered that they were no longer available; and

WHEREAS, As a result of the suspension of the Contract, which was not the fault of the Contractor, the SFMTA has elected not to assess a penalty under the Public Contract Code Section 4110; and

WHEREAS, To prevent further delay to the project and to Central Subway Project, the Contractor has proposed hiring two unlisted subcontractors, W. Bradley Electric and Reliance Engineering, to perform the electrical, overhead, and traffic signal work; and

WHEREAS, Any further delay to this Contract would severely impact the Central Subway opening in 2019 and would jeopardize grant funds that expire in September 2018, unless the Contractor is allowed to hire the unlisted subcontractors mentioned above; and,

WHEREAS, During the 439 days that the Contract was suspended, the Contractor demonstrated, and the SFMTA confirmed, that the prices bid for the work had escalated by \$407,434; and,

WHEREAS, Contract Modification No. 2 also provides a 63-day compensable time extension for owner-caused delay due to protracted discussions between the Port of San Francisco and San Francisco Public Works (SFPW) regarding delegation of the encroachment permitting process on the portion of the project site that is on Port property; and,

WHEREAS, The 63-day period began on May 16, 2016, and ended on July 18, 2016, after the Port issued a letter delegating encroachment permit responsibility to SFPW; and,

WHEREAS, During this time, the Contractor incurred direct labor costs for a full-time superintendent and field/office engineer and indirect costs for employee payroll taxes and employee fringe benefits, amounting to \$52,306; and,

WHEREAS, The Mission Bay Loop Project initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1; and,

WHEREAS, The EIR/EIS for the Third Street Light Rail Project Phase 1 was certified by the City in 1998 and the Record of Decision (ROD) was issued in 1999; and,

WHEREAS, On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the California Environmental Quality Act (CEQA) Guidelines; and,

WHEREAS, An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013; and,

WHEREAS, On August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines; and

WHEREAS, This Contract Modification does not modify the scope of the Project, and thus has no impact on the August 27, 2014, CEQA determination; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That based on the above findings, the SFMTA Board determines that the addition of subcontractors W. Bradley Electric and Reliance Engineering to assist in performing the Work is a “public necessity” under Public Contract Code Section 4109; and be it further

RESOLVED, That the SFMTA Board of Directors approves Modification No. 2 to Contract No. 1236R, Third Street Light Rail Project Mission Bay Loop, with Mitchell Engineering, to add two subcontractors, W. Bradley Electric and Reliance Engineering, to the Contract due to public necessity, with no penalty against Mitchell Engineering under Public Contract Code Section 4110; to increase the Contract amount by \$459,740, for a total amount not to exceed \$4,647,920.77; and to extend the Contract term by 502 days, for a total term of 742 days to substantial completion.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2

CONTRACT MODIFICATION NO. 2

San Francisco Municipal Transportation Agency
Contract No. 1236R
Third Street Light Rail Project Mission Bay Loop

Contractor: Mitchell Engineering
1395 Evans Avenue
San Francisco, CA 94124

Page 1 of 3

The Contract is modified as follows:

1. CM-2A Suspension of Work: "CEQA Lawsuit"

CM-2A.1	Suspension of Work (PCC#012) Due to the pendency of a lawsuit under the California Environmental Quality Act (CEQA) regarding the Project, all Work was suspended from March 4, 2015, to May 16, 2016. Due to the suspension, the term of the Contract is increased by 439 Days, and the Contract Amount is increased by \$407,434. The increase is the result of escalated costs during the suspension period.
---------	--

CM-2A.2	Adding Unlisted Subcontractors due to Impacts Resulting from Project Suspension Add two subcontractors, W. Bradley Electric and Reliance Engineering, Inc., not included on Mitchell's original Listing of Subcontractors due to public necessity. Mitchell intended to self-perform traffic signal, electrical, and overhead work but terminated negotiations with potential hires due to project suspension, and was unable to find individuals to hire who were capable of performing the signal work.
---------	--

2. Suspension of Work: Delayed MOU

CM-2B.	Standby costs pending completion of MOU among the SFMTA, SFPW and SF Port (PCC#008) Compensates Contractor for all standby costs from May 17, 2016 to July 18, 2016 (63 days) in the amount of \$52,306.
--------	---

3. Add the following new Items to the Schedule of Prices:	Amount
CM-2A Price Escalation from Contract Suspension of Work.	\$407,434.00
CM-2B Compensation for Delay Due to Completion of MOU	\$ 52,306.00
<hr/>	
Total Amount of this Contract Modification:	\$459,740.00
<hr/>	
Previous Total of Contract:	\$4,188,180.77
New Revised Total of Contract:	\$4,647,920.77

Total Contract Time added by this Contract Modification:	502 Days
<hr/>	
Previous Contract Substantial Completion Date:	08/04/15
Current Contract Substantial Completion Date:	12/18/16

1. This Modification is made in accordance with Articles 6 and 7 of the Contract General Provisions.
2. Except as provided herein, all previous terms and conditions of the Contract remain unchanged.
3. Contractor acknowledges and agrees that the compensation described above shall be full accord and satisfaction of all current and prospective costs incurred in connection with the extensions of time under this Contract Modification, without limitation, including any and all markups and overhead. Contractor releases the City from all claims, for which full accord and satisfaction is hereby made, as set forth above. This modification involves the granting of extensions of time with cost. Contractor releases the City from all claims and costs associated with such extensions of time. Such costs may include, but are not limited to, costs for labor, materials, equipment, disruption, lost productivity, escalation, delay, extended overhead, administration and extended performance time.

In Witness Whereof, the parties have executed this Modification in triplicate in San Francisco, California as of this _____ day of _____, 2018.

Mitchell Engineering

**CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

By: _____
Curtis Mitchell
Owner

By: _____
Edward D. Reiskin
Director of Transportation

Authorized By:

MUNICIPAL TRANSPORTATION
AGENCY

Resolution No. _____

Adopted: _____

Attest:

By: _____
Secretary
Municipal Transportation Agency

APPROVED AS TO FORM:
Dennis J. Herrera, City Attorney

By: _____
Robin M. Reitzes
Deputy City Attorney

ENCLOSURE 3

THIRD STREET LIGHT RAIL PROJECT - MISSION BAY LOOP

San Francisco Municipal Railway Contract No. 1236R

Project Budget and Financial Plan

Cost	Amount
Environmental Assessment Staff Support (SFMTA and Other City Services)	\$183,059
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$870,370
Construction Phase Construction Contract, Contingency, and Staff Support	\$6,788,889
Other City Agency Cost Share	\$434,652
Total Cost	\$8,276,970

Funding	Amount
Federal TIGER Cycle IV Grant	\$4,872,226
State Infrastructure Bonds Local Proposition 1B	\$3,221,685
Local Proposition K	\$157,000
SFMTA Operating	\$26,059
Total Funding	\$8,276,970